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THE ROLE OF BRITAIN

Mr. HERBERT MORRISON making an inspection from the top of a water tower of the National Fire Service. The above photo was taken on the occasion of the anniversary of the last great London "Blitz"

BRITAIN'S war production per head is greater than that of any country in the world, ally or enemy

SOME of us in our right and proper admiration for Russia and in our wish to be associated more directly with her tremendous achievements have come to think and talk as though Britain was at present playing only a marginal part. This is indeed a superficial and misguided view. When we look at the pattern of the war as a whole and remember the real meaning of the never-ceasing struggle at sea, we may begin to realise that the role of Britain on the stage of the world conflict is as near to the heart of achievement and centre of action as ever it was in the days when we stood alone

—Mr. HERBERT MORRISON, Minister of Home Security, in a speech at Cardiff, on Sunday (Nov. 1)

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Running Commentary

Haj Pilgrimage by Sea Route: Representation of Pilgrims and Government's Reply

Some 300 Haj pilgrims had arrived in Karachi some time ago and representations were made on their behalf to the Government of India to arrange for shipping facilities. In reply, the Government of India sent a telegram to the Port Haj Committee on Saturday last (October 28), stating that the pilgrims who had arrived in Karachi had done so in spite of the widest publicity given by the Government to their decision not to organize the Haj pilgrimage this year by a direct sea route. They pointed out that the reasons which influenced their decision applied equally to the sea portion of the Iraq route and therefore regretted their inability to undertake to provide shipping facilities. This decision of the Government is as regrettable as it is unfortunately unavoidable. The reasons for this step that the Government were reluctantly compelled to take were, it may be recalled, explained in a *communiqué* issued last month. The *communiqué* stated that "in view of the existing danger from enemy action to which pilgrim ships and their passengers would be exposed, the Government of India have decided not to arrange the Haj pilgrimage this year by the sea route." This decision was reached after consultation with representatives of the Port Haj Committee, members of the Central Haj Committee who were available in Delhi, and other representative Muslims. And they all agreed that the circumstances were such as to render the decision inevitable.

Conditions in 1940-41 Recalled: Italy and Japan—Attitude towards Muslims

It may be asked whether the conditions in 1940-41 when the Haj pilgrimage was performed safely and successfully were different. The conditions in those two years were not fundamentally different. In 1940 Britain was fighting Germany and Italy. The dangers to

AIR LETTER CARD SERVICE

PROVIDING A MUCH LARGER space for correspondence at a cost very little more than that of an airgraph, an air mail letter card service for British troops in India came into operation on October 26.

The cost of sending an air mail letter card will be four annas, as compared with the three annas which is the special concession rate for airgraphs. The ration of air mail letter cards is one per man per week.

These will not be issued by civilian Post Offices, but Commanding Officers will indent for supplies on a scale appropriate to the requirements of their units.

The new service will be restricted to Service personnel, and in the first instance it will be available only to, and not from, the United Kingdom.

The advantage of the new service from the operational point of view is that, whereas an air mail letter weighs half-an-ounce, nine or ten air mail letter cards weigh only an ounce.

shipping came mainly from the latter. There were many Muslims under the domination of Italy, and Mussolini was then playing the role of "Protector of Islam." It was therefore not in Italy's interest to alienate Muslims by attacking pilgrim ships, but with the coming of Japan into the war, conditions have changed. Japan has few Muslims in her own territories and is quite indifferent to the feelings of Muslims in its occupied areas. There is, therefore, danger to the pilgrim ships from Japanese submarines, which are known to be operating in the Indian Ocean and the Arabian Sea, and it is on account of that that Government decided to discontinue facilities for Haj pilgrimage by the sea route this year.

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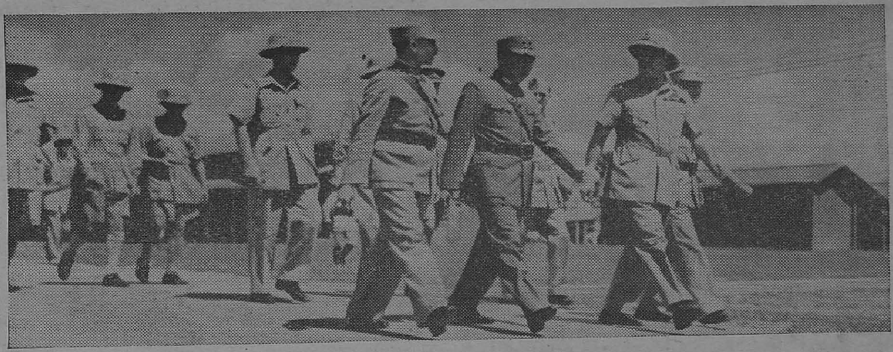
Battle at El Alamein : Rommel's Troops in the Net

The Battle at El Alamein has entered a decisive stage. It is clear, says *Reuter's* Military correspondent, that Allied troops have broken through the Axis defences and established themselves west of Rommel's extreme left flank. The correspondent goes on to point out that a considerable number of Rommel's troops are thus in the net but, he adds, it remains to be seen whether the net will be strong enough to hold the catch. Rommel's heavy tank attack was launched in the hope of relieving the situation. But some of his tanks have got into the net and will find it difficult to make their way out again. There is no doubt that a stiffer battle is ahead of General Montgomery. He is wrestling, as a *Daily Express* correspondent says, with a military jigsaw in a battle with flanks and trying to fit a flank into it through a maze of mines, trenches and traps, so that he can hit the enemy on two sides.

The most difficult operation in war, namely, trying to destroy an army by frontal assault is being attempted by General Montgomery. The fight is bound to be long and arduous, but there are four encouraging preliminary signs. One is air mastery. An idea of the Allied concentration of air power can be gathered from a brief review of the activity of the Allied airforces in the Mediterranean area. Ever since Rommel's failure in September, enemy ports and supply lines were being hammered by Allied heavy and medium bombers destroying reserves and aircraft, petrol,



H.E. the Commander-in-Chief photographed with General Lo Cho-ying and other staff officers, British, Chinese and Americans, during a visit to the training base of the Chinese Forces in India. General Wavell was much impressed by the training of the Chinese soldiers.

Axis Radio Propaganda to Mislead Muslim Opinion

The enemy radio has been making much of the decision of the Government of India and trying to mislead Muslim opinion against the British. An Italian broadcast in Arabic on October 4 said that "last year also, the British prohibited the Muslims from performing the pilgrimage on this very pretext that they could not guarantee safe passage owing to the danger from Axis submarines." But a day earlier the Rome Radio gave the more superficially obvious but equally untrue reason that this decision was due to shortage of shipping. It may be pointed out that there were nine Haj sailings in 1941 as compared with five in 1940 and that 10,713 Muslims sailed from India last year to fulfil their holy vows.

ammunition and transport vehicles and a number of Axis vessels were sunk on the way across the Mediterranean.

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Air Attacks on Italian cities: Part of General Allied Action The air attacks on Genoa Turin and Milan are also part of the general Allied action against Axis supplies to North Africa. Genoa is the chief Italian port from which Axis supplies go to Sicily and thence to Libya. Turin is an industrial city and Milan is the main junction from which German landborne supplies are directed to Genoa and South Italy for shipment to North Africa. The bombing of Maleme aerodrome, south-west of Suda Bay in Crete, was intended to hamper German airborne reinforcements to Rommel.

The second favourable preliminary sign is the ability of the British infantry to stand their ground against the worst that Rommel could send against them.

Thirdly, there is a growing gap in the first two lines of the enemy's defences. The gaps created in the minefields by Allied sappers and the destruction of some strong points by a concentrated artillery barrage and aerial bombing have enabled British and American heavy tanks to move forward in support of the infantry, but mass attacks in mobile sweeps are not possible within the present battle area between the sea and the Qattara depression until the forward Axis defence positions are destroyed by the infantry. Such sweeping mechanised movements cannot take place.

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Use of Tanks: Revolution in Tactical Handling *The Times* refers to the revolution that has occurred in the tactical handling of tanks. The object of this new weapon, when it was first introduced into war, was to break through fortified positions, which bombardment could not wholly demolish. But now it has been discovered that tanks which are not baulked by entrenchments can be halted by minefields and then destroyed by enemy's guns.

LETTERS TO PRISONERS OF WAR

There appears to be some misunderstanding as to how letters to prisoners of war in German and Italian hands should be addressed. The following methods will ensure that letters reach prisoners of war with the minimum delay.

If the camp address in enemy territory is known: First line—Regimental number (in the case of other ranks only). Rank, name and initials in block letters. Second line—British prisoner of war number (if known). Third line—Camp address in full. Fourth line—Country.

If the camp address is *not* known: First line—Regimental number (in the case of other ranks only). Rank, name and initials in block letters. Second line—British prisoner of war in German or Italian hands (if known), C/o Agence Centrale des prisonniers de guerre. Third line—Palais du Conseil General. Fourth line—Geneva, Switzerland.

Envelopes should be endorsed "Prisoners of war post" in top right hand corner, followed by the equivalent word "Kriegsgefangenenpost" in the case of letters addressed to prisoners of war in German hands, and by "Service des Prisonniers de Guerre" in the case of prisoners of war in Italian hands.

Letters sent by surface mail will be conveyed free of postage and should be posted in the normal manner. Letters forwarded by airmail are conveyed at a concessional rate of 8 annas.

The sender's name and address should be written in English on the reverse side of the envelope. Letters should be written in English whenever possible but if written in Urdu, Hindi or other Indian languages the letter should be enclosed in a cover and addressed to the regimental depot in India of the prisoner of war. There it will be translated into English and reposted. These covers addressed to regimental depots are conveyed post free and should be endorsed "Letter for prisoner of war."

Letter should not exceed two sides of a sheet of notepaper and should contain reference to personal matters only.

These instructions do not apply to letters intended for prisoners of war in Japanese hands for which separate instructions have been issued.

Consequently, says *The Times*, it is now the infantry assisted by the artillery that has to prepare the way for tanks and these, when their passage had been made clear of minefields and the enemy's front line has been weakened, will eventually take up the role of heavy cavalry.

The fourth favourable sign is a diminution in the enemy's advantage in terrain as he is dislodged in the Qattara depression which rises to 700 feet.

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General Montgomery's Tactics : Wearing down Defence by Weight of Shells

As against these favourable factors stand natural obstacles, artificial defences and the stiff resistance of the reinforced Afrika Korps which will fight with the utmost tenacity to retain its strong position. It is not likely, points out *Reuter's* Spcial Correspondent in Cairo, that there will be any spectacular news from the front line at this stage, as Rommel's defences are extremely strong and the job of reducing them will be a fairly long one. These defences constructed in considerable depth consist of anti-tank defences, extensive minefields, barbed wire entanglements, machine gun nests, and artillery posts, behind which stand the whole weight of the Italo-German mechanized forces.

General Montgomery has now departed from the usual desert warfare tactics of aiming to cause a break-through for the infantry, and is adopting quite different tactics. He lays down the greatest artillery barrage ever known in the Middle East and then sends in picked infantry supported by continuous air bombardment of Axis gun position and supply lines. General Montgomery wants to wear down the Axis defences by the sheer weight of shells. There can be no doubt that the present battle will be grimly fought by both sides.

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Stalingrad, a First-class Blunder : Differences between Hitler and his Generals

A *Reuter* message published in Tuesday's papers says that the fight between the Nazi Party and the German Army as to whether the Battle for Stalingrad should be continued is still proceeding, according to a well-informed observer from Berlin. A German Officer told this observer :

" Viewed from the military standpoint, an immediate retreat from Stalingrad to winter lines is indispensable, but politically it is impossible. The situation is about the same as in last year's attack on Moscow, which was also made at Hitler's and the Nazi Party's insistence. Before Stalingrad is through, many more heads of Generals will fall."

The officer added that von Kleist, whose death had been claimed by the Russians, was not dead, but was dismissed at the same time as von Bock and Halder, Chief of Staff, in August. The differences between Hitler and his Generals do not warrant the conclusion that there is a political clash between Hitler and the military leaders. For it must be clearly recognized that every prominent German, whether an ardent Nazi or not, wants to save Germany from catastrophe and safeguard her

EMPLOYMENT FOR EVACUEES

Male European British subjects coming to this country as evacuees from Burma, Malaya and the Far East are required by law to register their names, qualifications, etc., which are supplied to National Service Advisory Committees and considered for suitable employment. No such scheme has hitherto existed for Indian evacuees. The introduction of a compulsory registration scheme for them is not contemplated but a scheme of voluntary registration is now being introduced to give them an opportunity of offering their services. Under this scheme, which will operate forthwith, the Defence Department (Man-power Section) will receive and register offers of service or applications for employment from any such evacuee. Applications for registration should be accompanied by full particulars of age, qualifications, experience and type of employment sought. The names of applicants will be communicated to Government Departments and to responsible private employing agencies who ask for them. The scheme is intended particularly for those possessing some technical, business or professional qualifications.

Government obviously cannot offer any guarantee of employment to persons registering their names. But it is hoped that the proposed scheme will help by bringing to the notice of prospective employers the names of persons suitably qualified for the kinds of employment which they have to offer.

future "destiny" by converting German-occupied Europe into a strong and self-sufficient fortress.

The dismissal of Halder who was considered to be the directing brain behind German strategy, however, seems to show that there is some serious disagreement between him and Hitler in regard to military matters. Such disagreement seems to have been brewing for some weeks. It may be recalled that on October 4th Goering went out of his way, in his speech, to criticise "those amusing pen-pushers who continually try to belittle the military genius of the Fuehrer" and who spread the tale that the "Fuehrer knows nothing at all and everything is done by the Chief of the General Staff." Goering then explained at some length the part played by the General Staff in German military affairs during the last 80 years, and said:

"A fundamental change has taken place . . . According to a very clear National Socialist principle, there can only be one leader in any field. The Chief of the General Staff does not bear the responsibility—this is borne by the Fuehrer."

It seems evident from this speech that Halder's dismissal had been decided on, or had actually taken place, at the beginning of last month, when Goering's speech was made. But it has been stated in some quarters that Goering and other Nazi leaders have been laying emphasis on the "sole responsibility" of the Fuehrer for the conduct of military operations with a view to avoiding responsibility themselves, if things go wrong. But this explanation does not fit in with known facts. Goering and the others have been "building up" Hitler as a military genius in order that public confidence may not be shaken by the dismissal of von Bock and Halder in the autumn of 1942 in the same way as Brausitsch and other Generals were dismissed on the eve of the terrible winter of 1941.

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Stalingrad, Moscow and the Caucasus: German Generals' View

It may be asked what is the fresh decision which Hitler has taken as against the advice of the Chief of Staff. It is possible that Halder might have impressed on Hitler that a frontal assault with mass infantry and tanks against a city like Stalingrad was contrary to the whole tradition and character of German tactics and that street fighting should not be conducted according to classical rules. As one commentator has remarked, use of tanks in a built-up area is like employing battleships in the middle of an archipelago. It is true that results can be obtained, but the cost is disproportionate. Therefore Halder and Bock seem to have been in favour of sealing off Stalingrad by a fortified arc and then concentrating on a multi-pronged assault on Moscow. But Hitler was determined to have the city itself at any cost, firstly because of reasons of prestige, and secondly for the purpose of protecting the left flank of the thrust towards the Caucasus on which his mind was set. Whatever may be the true explanation for the dismissal of the Generals, the fact remains that the prolonged hammering of Stalingrad has been a first-class blunder.

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Time-table Delayed by Two Months: A Factor of Greatest Importance

The net result of it all is that the magnificent Russian resistance has delayed the German time-table by at least two months. But to the credit side of Hitler's campaign can be put down the fact that the German defensive system from Leningrad to the Don has successfully withstood Russian attacks and enabled him to maintain a concentration in the south, which has won rich territorial gains. On the debit side stand the failure to break the Red Army and inability to capture Trans-Caucasia this year. Then there is also the necessity of defending a winter line twice as long as that of 1941. Hitler does not lack manpower for adventures in the Eastern Mediterranean, or for a powerful diversion in the west when the need arises, but Russia's great achievement in resisting Hitler's hordes so long cannot fail to be a factor of the greatest importance when the United Nations begin to time their great blows in unison.

TRIBUTE TO RUSSIA

"No words can express adequately Australia's admiration for Russia and her people for the stand that they are making."

—DR. H. V. T. EVATT, *in a speech at Sydney on Monday, November 2.*

War Production in Britain

THE *Journal of Commerce* again gives prominence to recent figures on ship-repairing quoted by Vice-Admiral Wake Walker. Twenty-three thousand and more warship repairs and refits during three years of war, 140 million tons gross of merchant-ships or 35,000 vessels put back into service.

Commenting on these figures the journal says:

"In considering what has been accomplished and the great burden which has been thrown upon our ship-repairing resources and labour, these figures would seem to indicate that since in June 1939 there were on the British register 7,009 merchantships of 100 tons gross and upwards, totalling 17,948,158 tons. Each ship of the merchant navy had come in for repairs of some kind or another at least five times since the war began or on tonnage basis seven times."

This is truly a tremendous task which has been performed by our ship-repairing establishments and workers. Some of the repairs may have been small and effected whilst the vessel was discharging cargo but there are many other cases where repairs entail anything up to eight months in repairers' hands.

"We have reason to believe that on one occasion much more than two million tons of shipping were receiving attention at the same time. It is against that background and with the knowledge that there are 100,000 fewer workers in the ship-building repairing yards than during the fourth year of the last Great War that we should estimate our ship-building effort . . . As to the output of new ships we have reason to believe that during 12 months ended May 31, this year, British shipyards turned out a far larger amount of new merchant tonnage than they did in 1917 and we were well within a measurable distance of the total built in 1918 . . ."

A higher percentage of repairs was provided for and in addition shipyards have turned out a large number of tank landing craft and vessels of different types which were not required in the last war, all of which have further taxed our labour force of shipyards.

ORGANIZATION

Mr. N. U. Kipling, Head of the Regional Division of the Ministry Production, in an address to a meeting of engineering industries on October 8, 1942, mentioned that the Ministry's task was that of "placing orders for roughly £7,500,000 worth daily or £5,000 per minute spread over 30,000 firms employing several millions of people."

Sir Louis Beale in an address delivered in Cleveland, Ohio, United States of America, gave an example of the changes in strategy of the war of production, quoted in the *Engineer* of October. "It is from England that I can give you a most interesting example of the disappearance of competition between firms in the same industry and the 'pooling' system under the control of the parent company."

Sir Louis described what a large garage company are doing in the way of war work. They have brought into active and continuous production 100 small firms in the neighbourhood (chiefly garages) of which 52 employ less than 10 persons, 36 between 10 and 25 and only 17 more than 25. Groups completed most satisfactory work on gun carriages and ammunition. They have produced shells, bomb parts, small arms, and gun carriage parts. Reports of inspectors are excellent. The Company are now unable to accept all the work that is offered them. The turnover has risen from nothing to 50,000 dollars weekly; 99 per cent of the work passes inspection. The output is secured by relatively unskilled workers and simple tools. Of the 2,000 employed 1,300 are women, 700 men; 1,800 unskilled and 200 skilled. Many small shops are working three shifts. All the responsibility for finance, accounting and inspection rests with this garage company.

REGISTRATION OF BRITISH MEN

It is believed that many male European British subjects, who have been evacuated from Burma, Malaya and the Far East, have not yet registered themselves under the Registration (Emergency Powers) Act, 1940. The Government of India draw attention to the fact that registration of all male European British subjects between the ages of 16 to 50 within 14 days of arrival in India is compulsory. The Registration Authorities are Commissioners of Police in Presidency Towns and District Magistrates in all other parts of British India, and all enquiries should be addressed to them. Those registered are required to inform the Registering Authority, with whom they have registered, of every change of address exceeding 15 days within 7 days of the change. It may be pointed out that failure to register or to intimate change of address is a punishable offence. The penalty will not however be enforced against people who comply with the present notice within the next month.

Britain Building More Ships

BRITAIN is now building more ships and at a faster rate than ever before. Practically every shipyard has broken its previous record in turning out merchant ships, and the target which the industry set itself in 1939 has been achieved.

These facts were given by Mr. J. Ramsay Gebbie in his presidential address to the North-East Coast Institution of Engineers and Ship-builders at Newcastle, reports the *Daily Telegraph*. When it was possible to disclose the figures for warship production, he said, they would surprise the world. The industry's achievements were equalled only by the obstacles and handicaps which stood in its way at the outbreak of war.

It is clear, from what Mr. Gebbie was able to disclose, that even measured by the spectacular achievements of Mr. Henry Kaiser in the United States, British yards have reached a remarkable level of output. This is the more creditable in view of the difficulties that they have had to contend with from which the United States is happily free. There is no British shipyard working on the three-shift system which is usual in American yards. Blackout makes that impossible here.

One shipyard is launching a new 10,300-ton merchantman every three weeks. It not only makes engines for all its own ships but supplies engines for vessels being built by other firms. A firm of marine engineers is turning out a ship's complete engine set every fortnight, and this record is by no means an isolated one.

Prefabrication—building of ships in sections, often at widely dispersed points—which Mr. Kaiser has developed to an extraordinary degree, is often spoken of as though it were a purely American practice. Actually, prefabrication has been in operation in the British ship-building industry for considerable time. All over the country engineering works, many of them miles inland, are making standardized parts of ships which are carried by road, rail and canal in sections weighing several tons, for assembly at the shipyards, Some firms are specialists in masts. Others make deckhouses, hatch covers and sections of hulls. In the assembly of new ships both welding and riveting are employed.

This work has been organized by the Department of Merchant Ship-buiding and Repairs at the Admiralty.

R.A.F's Promising Future

SIR Archibald Sinclair reviewing the progress made by the Royal Air Force had reason to speak with pride of its achievements, writes the *News Chronicle*.

Two years ago the Royal Air Force saved Britain from invasion, perhaps from complete disaster. A handful of Hurricanes and Spitfires—there were only just enough for them—shot Goering's Luftwaffe to pieces over South England. Since then we have built up little by little an air force which is now wresting from the enemy the mastery of the air.

"Our aim must be," said Sir Archibald, "to keep the German fleets and armies at full stretch." Take for example, the work of the Coastal Command. The units of this Command collaborate with the navy in the never-ending task of seeking out and destroying U-boats. Improved methods of search resulted last month in a figure of air attacks on submarines 45 per cent higher than the previous best. The battle of oceans is the most important battle of all and the Royal Air Force is likely to play an increasingly significant part in it. While the Luftwaffe has already been pegged down in Russia and in the Mediterranean, our attacks on appropriate targets in Germany have been steadily increasing in tempo and in weight.

In June and July this year, we dropped 13,400 tons of bombs on Germany as compared with 8,300 tons during the corresponding months of the last year, 500 or more tons were unloaded on each of the nine raids during the first fortnight of September. Sir Archibald's figures throw in relief what is perhaps the most striking development in our air strategy—our growing capacity to carry out long range bombing raids.

The achievements of our Lancasters, as exemplified in recent raids on Le Creusot, Milan and Genoa open a new chapter in aerial warfare. The strain thrown on the enemy's anti-aircraft defences is such as Hitler can never have foreseen. Mussolini's frantic appeal to Hitler for aid in combating our bombers shows that Italy has been taken unawares. Note too that the work of the Bomber Command is now for the first time being fully integrated with other aspects of the war. Our raids on Northern Italy are directly related to the battle now raging in North Africa. They have their place as Sir Archibald Sinclair emphasised in the strategic pattern of Montgomery's offensive. This is a development which holds out a high promise for the future.

Defender of Stalingrad

MAJOR-GENERAL Alexander Rodimtsev, defender of Stalingrad, learned the art of street fighting side by side with British soldiers. He fought in Madrid during its long siege by the Fascists, for the Government of Spain. His companions—volunteers like himself—were members of the International Brigade which included among its numbers many Britons. Month in and month out, the young Russian, with volunteers of many other nations, held the suburbs of Spain's capital against a numerically superior and far better equipped foe.

Rodimtsev went back to the Red Army with knowledge of tactics in close fighting, which Marshal Timoshenko, his supreme Commander, gave him an opportunity to demonstrate when the German legions swept up to the gates of Stalingrad.

Rodimtsev is a son of the Revolution. He is now 36, and remembers the Czarist days only vaguely. His father was a revolutionary working man who took active part in the 1917 rising. Young Alexander, joining the Red Army—as several boys of his age did—in 1924, attracted attention for his soldierly qualities. He was brought to the notice of Marshal Shaposhnikov, one of Russia's greatest strategists, who was then head of the General Staff Academy. The clever young soldier became a cadet and graduated with high honours.

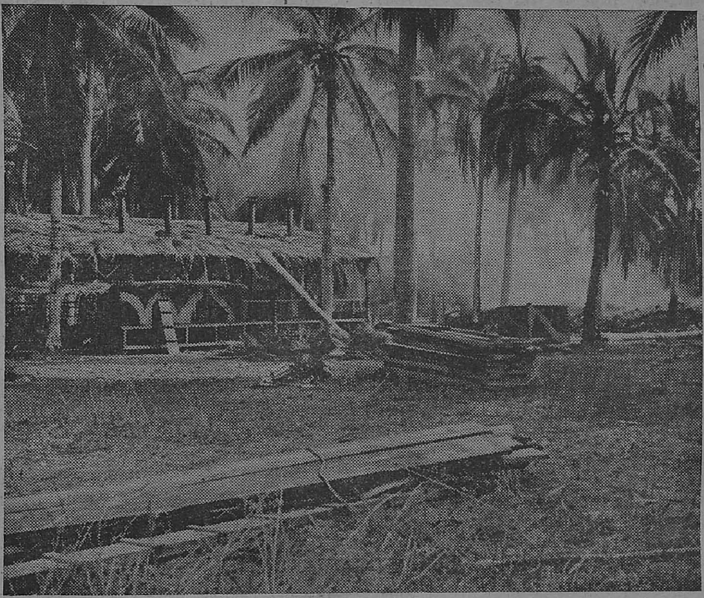
WON THE GOLD STAR

Five months ago he was a full colonel in the Red Army, having fought both in Spain and Finland. He was given the Gold Star of a Major-General and put in command of a Soviet Guards Corps. Guards in the Red Army are given the name as an honour. Any regiment can become a Guards regiment if it distinguishes itself sufficiently on the battlefield.

Rodimtsev, who shares with great men one valuable gift—he can command sleep whenever he likes and get along with very short hours—held his Guards in readiness at Stalingrad for the German onslaught that Timoshenko knew was on its way. One of his divisions held off two divisions of German infantry and a hundred tanks for ten days, and then counter-attacked. They annihilated their enemy and cleaned up that particular section of the city. He went to the north-west suburbs where he is standing to-day, and was put in charge of the defence of the workers' settlement.

UNORTHODOX TACTICIAN

Rodimtsev is an unorthodox tactician. He operates with small self-sufficient groups of men who have tremendous fire power. Another trick he learned in Madrid has been used devastatingly. He has allowed Germans to occupy whole blocks of buildings. Holding flank forces in reserve, he has then cut them off, having a number of small sieges



This was a work camp established by the Japanese on Guadalcanar Island. U.S. Marines set it ablaze when they popped in on the enemy, and now it's no more.

within a greater siege going on at one time. His troops with their great fire power and his tunnellers with thier dynamite have done the rest.

Rodimtsev is an unmarried, squarely built and briefly spoken young man. He has proved that the lines of determination on his clean-shaved face mean something—*The Daily Express*.

IN THE NICK OF TIME

For the first time I can tell the thrilling story of how General Rodimtsev's Guards were thrown in the battle of Stalingrad in the nick of time, writes a Moscow correspondent of a London paper.

They arrived a month ago when the position was so grave that von Bock counted on beating down all resistance in a matter of hours.

Then came the Guards pounding across the steppes to the Volga in a long column of racing lorries, with boiling radiators, with halts scarcely long enough to permit the men to get a cup of water and to shake the dust off their clothes.

For the men the journey was a mad almost a nightmare rush. Only Rodimtsev felt that they were going too slowly for he knew the city's fate was in the balance.

The Guards arrived at the east bank of the Volga in daylight.

They saw vast pillars of black smoke towering from the skyline of the ruins on the opposite side as the city's largest oil depot blazed.

ASKING FOR DEATH

A daylight crossing with Stukas perpetually diving down and heavy shells ploughing up water was asking for death but Rodimtsev decided that he could not afford to wait. With high explosives bursting all around them, their green steel hats bobbing in water, the Guards began to go over.

Only reserves of heavy artillery were left behind.

All night the crossing continued; in the morning Rodimtsev himself went over in a fast motor-boat. He was at once confronted with a problem sufficiently serious to weigh down any General.

The Germans were then thrusting into the city from the centre and its north-western suburbs. In fact the Germans had advanced so dangerously that they had captured heights in the town and both banks of the Volga. So the Russian front had been broken.

Rodimtsev had put one regiment on one side of the wedge and two on the other.

The question he had to answer was whether to dig in and try to hold his positions or to attempt against colossal odds to restore the position by counter-attacks.

Rodimtsev is a quiet level-headed man. He showed this once again a few days ago.

A STIFF FIGHT

When the Germans broke through so deeply that a grenade splinter penetrated his underground headquarters near the Volga and Teutonic words of command were heard, he continued working calmly at a bare wooden table until the attack was repelled. He is ever cautious but his watchword was: "Attack where it is least possible to attack."

So it was and a counter-attack was ordered. While one of his regiments recaptured street by street the district which the Germans had just occupied, aided by heavy artillery from across the Volga, the other two launched an assault on vital heights.

The heights are so important that on both the Soviet and the German staff maps they are ringed in red.

The Germans never suspected that Russians were capable of launching infantry assaults.

All the same the fight was stiff. But the heights fell to the Guards, who re-established a continuous Russian front in most favourable positions.

Russia Helps with Submarines

ANGLO-RUSSIAN campaigns are being waged against German shipping, writes the *Daily Herald* naval correspondent.

There are reasons for believing that mines sown in different waters over several months by the Royal Air Force have been yielding useful dividends. Now comes the news that increasing interference by Soviet submarines is causing Hitler's shipping chiefs much worry. According to the Helsinki correspondent of a Swiss paper, there are 33 Russian submarines among the Soviet naval forces based on Kronstadt.

Germany is facing an increasing danger at her weakest spot—scanty tonnage. Indication of the importance Germans attach to their merchant ships is the fact that a single empty tanker moving along the German side of the English channel has an escort of anything up to eight warships—E-boats, armed trawlers, mine-sweepers and a flakship.

Straining to meet her tonnage deficiency, Germany is chartering Swedish and Danish ships to take iron ore to the Reich from Scandinavian ports. Big bonuses are paid to seamen who sail ships through danger zones.

Stalin's "Secret Weapon"

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BY

JOHN SCOTT

STALIN has a secret weapon. It is not the Comintern, nor the Ogpu. It is the immense heavy industry base far behind the Ural mountains in the centre of the largest country in the world.

More than a decade ago Stalin became convinced that sooner or later Russia would be attacked by a combination of powers and would have to fight for its life. In his speech to business managers early in 1931 Stalin said that Russia would have to catch up to and surpass the other countries of the world in industry and in production of arms or be annihilated. In the early 30's, therefore, Stalin set out to catch up to and surpass the other nations.

IMMENSE BLAST FURNACES

Under his leadership the Russians sank billions of roubles, thousands of human lives and untold energy into the construction of some 200 big modern industrial enterprises. They built a first-rate industrial machine which produces iron, steel, copper, machine tools, tanks, motors, chemical apparatus and many other things. Four gigantic metallurgical plants were built—Magnitogorsk, Tagil, Bakal and Khalilovo.

To-day all these plants produce armour plate and other steel articles necessary in the war effort. They produce more than six times as much steel as the 40-odd old primitive metallurgical plants in the Urals, some of which were built in the early 18th century.

At Magnitogorsk there are four immense blast furnaces as large as the largest in the United States, 20 open hearth ovens and nearly as many rolling mills—all built in the middle of the barren steppe in a few short years. Magnitogorsk sends its steel to several large machine-building plants in the Urals, particularly to Sverdlovsk, where half a dozen powerful armament and machine-building plants produce everything from carburetters for planes and tanks to the largest cannon.

UNEQUALLED

Another industrial centre worthy of mention is Perm (now called Molotov), in the Northern Urals. Just to the north of Perm —in Berezniki and Solikamsk—explosives are made, as well as metallic magnesium for the manufacture of incendiary bombs, shells and tracer bullets.

A remarkable plant at Khalilovo, in the Southern Urals, near Orsk, operates on local iron ores which have a very high nickel content. The steels produced are nickel, cobalt and, in some cases, vanadium and tungsten alloy steels whose toughness and resilience are almost unequalled in the world. This Khalilovo plant has gone into operation during recent months after almost ten years of construction work.

The second newest of the big iron and steel plants is the Bakal plant in Chelyabinsk. It is composed of three blast furnaces and several open hearths and rolling mills. It runs on coke made from Ural and Kazakhstan coal and iron ore from the Bakal iron deposits several dozen miles west of Chelyabinsk. These iron deposits are among the richest in the world, and so far have been almost untouched.

EXTENSIVE ADDITIONS

One of the most impressive of the new Ural plants is the vast combine in Tagil. An old metallurgical plant built in the early 18th century is still at work there beside an immense new plant with three large blast furnaces and numbers of rolling mills.

During recent months the Ural and Siberian industrial regions have received unexpected and extensive additions. Whole factories, complete with machines, stocks, material and labour power, have been evacuated from all the cities of the Ukraine and from the western districts of the Soviet Union. The Rybinsk airplane plant has been moved to a previously uninhabited point, between Sverdlovsk and Magnitogorsk; the entire Putilov tank and armament works has gone from Leningrad to an unnamed point in the Urals.

LARGE RESERVES

The Urals had large reserves of electric power production which are now being used. In addition, generators which have been brought from the Ukraine are already producing power in the Sverdlovsk district, burning peat from the immense bogs of the central Ural district.

From 1930 to 1940 the Russians built a powerful industrial plant in the Urals and Siberia. They sank more than half the national incomes on capital investments for several years running. Sacrifices were enormous, but an industrial base independent of the Ukraine and capable of keeping the Russian army in the field was created. Something else was created at the same time. A technically competent industrial proletariat was trained, and a technical intelligentsia—*Star Weekly* (Toronto).

Ships for the Red Navy

THE output of the Soviet ship-building industry has increased by over 20 per cent during the past three months. Construction and repairs now take a mere fraction of the time that used to be needed before the war. A number of new ships will be handed over to the Red Navy by the 25th anniversary of the Soviet Revolution in November.

Urgent repairs had recently to be carried out on a ship at the dockyard directed by Duronchev. Its displacement considerably exceeded the capacity of the floating dock. Experts found a way out. A section of the ship was admitted to the dock while the rest remained in the water. Repairs were successfully completed.

Trushkin, director of a big shipyard, states that his present output is eight times the pre-war level. A shipyard directed by Surguchev, only recently evacuated from a front-line town, now turns out 50 per cent more than it did on its old site.

Soviet river shipyards are now building ships for the Red Navy. A shipyard directed by Tolstykh has multiplied its output by six as compared with last year. A shipyard directed by Nikiforov has trebled its output.

Despite artillery bombardment and air raids, the shipyards of besieged Leningrad are building and repairing warships in record time. Recently one shipyard working day and night completed repairs to a naval vessel two months earlier than would have been possible before the war.

150 NEW FOOD FACTORIES

Every two or three days sees the launching of new enterprises of the Soviet food industry, mainly in the eastern regions. This year's State plan stipulates that 150 new food factories are to be established. Fifty of them are already working. They include sugar mills, distilleries, oil-extracting mills, canneries and bakeries, as well as tobacco factories. In the Central Asian republics the number of canneries has considerably increased. Not only are new factories going up but 108 old ones are being restored in the liberated districts of the Moscow, Tula, Kalamin, Smolensk and Ryazan regions. The Akmolinsk meat combine in Kazakhstan, Central Asia, has increased its output two and a half times without any additional equipment—*Soviet War News*.

Hollywood at War

A survey made by the American motion picture industry shows that the importance of American movies as a war and post-war educational medium is becoming more and more evident. Hollywood has become one of the great wartime information centres. Already 38 films have been made for agencies of the United States Government and 15,000 theatres throughout the country are now showing them.

Each of these films, most of which are shorts, has a graphic message to give the American people—what the United Nations are fighting for, the heroic fight of the Chinese, Russian, British and other allied peoples, the creation of the new American Army, the production programme, what to do in case of air raids, how to conserve food and how to salvage scraps valuable to the war effort.

The armed forces as well as civilians are benefiting from this Hollywood service; the studios are making many films which the United States Army is using to teach infantry men, artillery crews and air force personnel. America's war industry is being provided with films for factory workers, showing new processes and new techniques.

Another new aspect of wartime Hollywood—attuned to the serious total war spirit increasingly taking hold of America—is the conservation of materials important to war production. Before the war, the motion picture industry's elaborate studios—known all over the world for their lavishness—used an estimated 21,000,000 feet of lumber each year for building sets, as well as 12,400 kegs of nails and over 150,000 gallons of paints, shellacs and lacquer.

Now the studios are using little new material. Old sets are being refurbished and used again, and in many cases, instead of creating sets, studios are renting and photographing actual houses and natural scenes.

The film industry has donated to the United States Armed forces overseas 4,700 full-length film programmes on 16 millimetre film, and the small size making transportation easy.

In addition, Hollywood has presented nearly $3,000,000 to Army and Navy relief funds, and scores of actors and actresses are touring the country to raise money for the United States Treasury at their own expense. The motion picture industry took charge of the national bond-selling campaign for September, with a goal of $1,000,000,000.

Finally, Hollywood is giving one of its most valuable assets—male stars—to the armed services. The dearth of actors is becoming a real problem, particularly in the case of studios such as Metro-Goldwin-Mayer, which, after losing stars like Clark Gable, is now faced with the impending enlistments of Robert Taylor, Spencer Tracy, Mickey Rooney and Van Heflin.

New Air Route across Africa

THE *Manchester Guardian* in a leading article comments on the Royal Air Forces new air route across Africa.

It says:

The Royal Air Force Middle East news service has given some particulars about the new air route from the west coast of Africa to the Sudan, which is proving so useful. There are 6,000 miles to be flown and each journey takes a pilot more than 24 flying hours.

Various air fields and many emergency landing grounds have been constructed, but, with great tracts of bush and jungle and some 2,000 miles of desert at the finish to be flown over, there are chances enough of mishap. Actually more than 1,000 machines have been flown from the point of assembly somewhere on the west African coast to the Sudan, and loss has been only 2 per cent. That is small, but it incidentally illustrates the safety nowadays of crossing the Atlantic, for the last figures of trans-Atlantic losses published were smaller than those on this African air route. (Sand storms are as bad as sea storms.)

"New" 'Planes

OVER 70 per cent of the bombers and 90 per cent of the fighters which can be recovered after crashes are made to fly again, thanks to the Repair and Salvage Unit of the Royal Air Force in India and the India Air Force.

The task of the Repair and Salvage Unit is hard. Often long treks have to be made to the scene of a crash; days have to be spent there. And, in cases where the aircraft is methodically dismantled and brought into base, many hours of re-assembling and re-fitting are necessary in the workshops.

When a crash is reported, an engineer officer of the Repair and Salvage Unit leaves immediately for the spot. There he has to decide whether or not the aircraft can be repaired without removal. If it can, a completely-equipped, self-contained mobile repair unit is sent out.

TOUGHEST TASK

But if, as is usually the case, the damage necessitates bringing the 'plane back to base, lorries specially designed for carrying fuselages, wings and other parts are required.

The toughest task falls to the officers and personnel who man these vehicles, travelling often hundreds of miles over dusty roads and tracks or, in the monsoon season, through mud and floods.

A picture from Madagascar—The capture of Majunga. Every type of conveyance, including the local dust cart was commandeered for patrol purposes.

Turkey's Attitude

IN an article in the *Daily Telegraph*, Huseyin Cahid Yalchin, editor of the Turkish newspaper *Yeni Sabah*, who has just visited England, writes :

" Immediately on the fall of France, the Turkish Prime Minister pledged his country's loyalty to the Turco-British treaty of alliance. In conjunction with this statement, the Turkish press continued to defend and uphold the democratic cause even more staunchly than British newspapers themselves.

" Although Great Britain, after the collapse of France, encountered on her stony path nothing but military failures, she enjoyed the sympathy and friendship of the Turkish press in increasing measure. Since then, her reverses have not loosened Turkey's ties with Great Britain. Neither German pressure brought to bear on Turkey—sometimes directly, sometimes by devious means—nor German promises have had any influence upon Turkey's line of action which she had adopted since the beginning of the conflict. Thus the Turkish and British peoples have entered the fourth year of a severe test.

WHY NOT AN ACTIVE PARTICIPANT

" The non-participation of Turkey in actual battle though she is bound by treaty to Great Britain has not been seen in its proper perspective in certain quarters in Great Britain, though this cannot be said of official circles. However, Turkey's line of action is not in contradiction to the letter and spirit of the Turco-British alliance. This state of affairs is amply justified by the absence of misgivings and questionings between the two Governments about the interpretation of the treaty. The Turkish Government has pursued a straightforward policy and has always informed the British Government in advance of any political moves which it contemplated undertaking.

" Now, it may be asked, ' Why is Turkey so loyal to the Turco-British alliance? ' It might be thought that she would have sided with Germany in order to recover as many lost Ottoman provinces as possible, taking advantage of her situation. The answer to this question must be sought in the change of outlook and spirit brought about by the Revolution. Ataturk's Turkey is not only a new regime, but it is imbued with a new spirit and mentality. The Turkish public believes in the self-determination and self-government of each country, and is convinced that the existence of free nations enjoying equal rights is the best guarantee for Turkey's own freedom and independence.

CRUX OF THE MATTER

" In the event of a German victory we do not doubt that a dark era of slavery would descend upon all nations including our own. That is crux of the whole matter, and that is why we identify ourselves with the cause for which Britain is fighting. We see Great Britain and her ally, the United States, as great champions of freedom. So long as the Allies remain faithful to the principles of the Atlantic Charter, there is no possibility of Turkey's diverging from the cause of the Allies, because it is the cause of freedom.

" Turks are convinced that helping Germany to victory is equivalent to committing suicide. Neither German threats nor German promises, nor fear of being drawn into conflict, can cause an estrangement of Turkey from Britain. Turkey is ready to fight for her freedom. She will never allow passage to foreign troops through her territory.

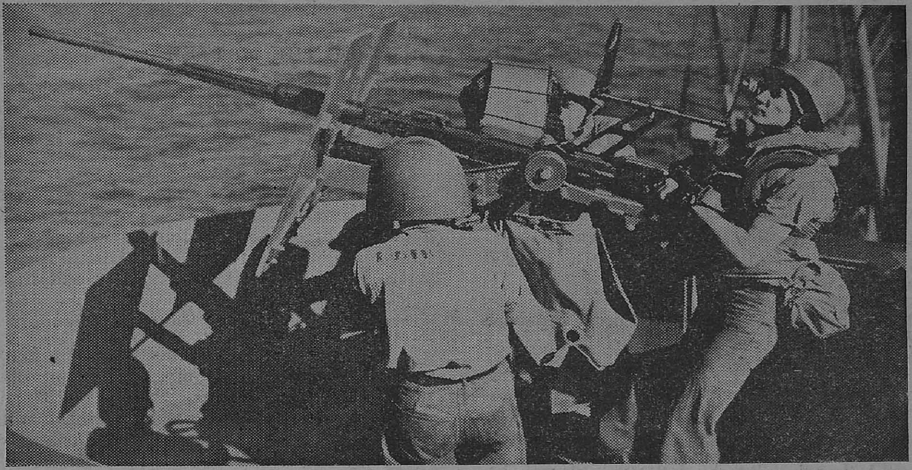
" Post-war years will not be easy in Europe. Consequently nations whose relations have stood the trials and tribulations of war must co-operate more closely than ever in order to meet the difficulties brought about by the ravages of this titanic conflict. In post-war years Turco-British friendship and alliance will be a necessary instrument in the establishment of peace, security and happiness for the Near East and its peoples. Only then will all concerned fully appreciate the importance and necessity of a strong Turkey standing erect and enjoying a healthy constitution."

IS THE ENEMY WHISPERING TO YOU?

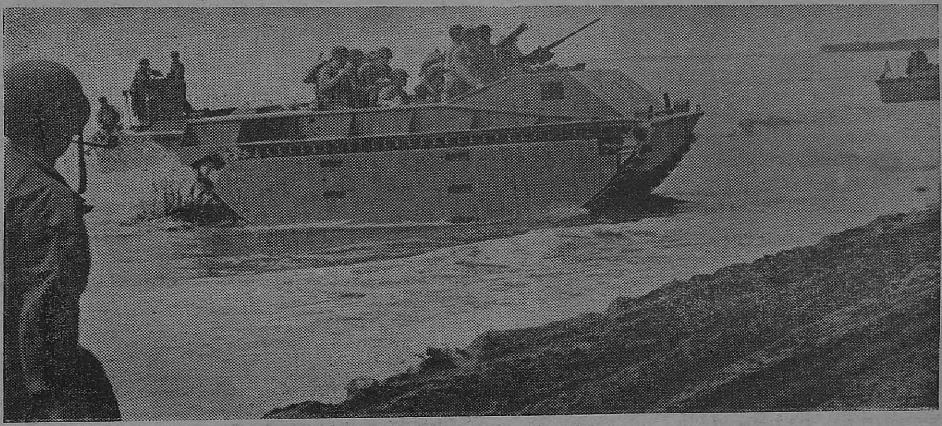
Every time you hear a rumour
It is the Japanese whispering in your ear.
They are trying to poison your mind,
Weaken your resistance.
Don't help the enemy by believing
And spreading unconfirmed news.

DON'T BELIEVE RUMOURS
BUILD THE NATIONAL WAR FRONT AGAINST THE JAPANESE

U.S. Marines at Work against Japs in Solomon Islands



In the afternoon of the first day, when U.S. Marines landed in Solomons, Jap bombers came over. Here an anti-aircraft gunner helps drive them off.



The Solomons gave the United States its first chance to test the amphibious tanks with which Marines have been training for upwards of a year. Here's one of the tanks, called "Alligators" by the Marines, coming into the beach on its own power.

A tank brought ashore in a special lighter moves up the beach at Guadalcanar.

How Japs Treat Women and Prisoners

NINE thousand girls forced into Japanese Army brothels—Indian prisoners of war stripped to their underclothes—a ten days horror of street executions.

These are the kind of facts about conditions in Japanese-occupied countries which continue to leak out through people who have seen for themselves who have suffered at Jap hands.

A grim document, obtained in circumstances which cannot be disclosed for reasons of security, describes how the emblem of the Rising Sun has meant for Malaya and Burma a regime of darkness spreading like a blight across the land.

The document illustrates the Japanese way of keeping promises that civilians would be kindly treated. It says, concerning Singapore :—

"After the island's fall numbers of Chinese were rounded up, forced to dig their own graves, and then compelled to kneel in them. A Japanese officer beheaded the first man in line, after which a subaltern carried on beheading the remainder of the victims. A second line of victims was then compelled to bury the first lot, and prepare their own graves."

DISTRACTED PARENTS

These executions were carried out in the streets of Singapore, streets which a little while before had been gay with the laughter of carefree peace-loving people. They went on for ten days without an interval.

Dealing with the treatment of women, the document says that the Japanese carried out registration of the Chinese population, and goes on : "Every girl between the ages of 13 and 25 was taken from her home. Pleas of distracted parents failed to elicit any information, and later 9,000 girls were located in official brothels run by the Japanese Army."

As for prisoners, "large numbers of Indians have been stripped of their uniforms and left with nothing but their underclothes. They are being used by Japanese as slaves. A Viceroy Commissioned Officer was shot dead for the 'crime' of asking for a drink of water."

The Eyes of India

IN a Royal Air Force Control Room "somewhere in Ceylon" a wireless operator adjusts his headphones. Far out over the Bay of Bengal a voice begins to speak. The Dawn Patrol is reporting to Base.

Every morning, as the first streaks of grey appear in the night sky, great roaring shapes cut a path of foam across the dark waters, rise majestically into the still air. No matter who else sleeps, the Eyes of India are awake.

Throughout the hours of daylight, from first dawn to deepening dusk, giant Catalina flying boats range over the vast sea wastes, ever alert for the danger which threatens India from across the ocean. Remote, in a world of their own, the crews of these twin-engined aircraft daily dare perils of sea and sky in the protection of India's eastern coastline.

How vital is their work may be gauged from the epic of Squadron-Leader L. J. Birchall, who was flying a Catalina on the Dawn Patrol one memorable day a few months ago.

Few details of that epic are known—ever will be known, for Squadron-Leader Birchall found his grave in the waters he guarded so faithfully. But before the seas closed over him his wireless crackled a warning.

Back at Base the wireless operator took down the message which enabled the defences of Ceylon to send the Jap Fleet scurrying away to lick its wounds.

For all its dangers the task of the Dawn Patrol is a dull one, with few incidents to relieve the monotony. The men who comprise it have rightly been called the "Hermits of the Heavens," for they spend their waking hours in a world apart from their fellow men.

The great flying boats which are their waking homes have many secret features, but, with a wing span of 104 feet, and propelled by two 1,000 horse-power engines, they provide accommodation which includes such comforts for the crews as galleys in which they can prepare hot meals. They have a speed of nearly 200 miles-an-hour, a vast range and are heavily armed for combat.

Unconquered Greece

THE *TIMES* in a leading article pays tribute to unconquered Greece. It says :

Two years ago to-day (October 28), Fascist Italy presented a shameless ultimatum to the Greek Government. It met with an appropriate reply from the Government, armed forces and people of Hellas, and five months later, the aggressor, superior in all but military capacity, seemed likely to lose his foothold in the Balkan Peninsula.

He invoked German aid. The Greek army and British and Imperial forces sent, as honour commanded, to its aid, were overwhelmed. The Greeks lost all but their honour. Their scanty resources were plundered; the population of their cities was driven to extremity by an artificially induced famine; and their country was seized by Bulgarians, Italians and Germans. The execution of hostages, the installation of a despised government of quislings, deportations and repression of every vestige of freedom were but part of the price paid for their honourable resistance.

Yet Greece still stands, undaunted by oppression. Outside Greece, its King and his Government stand firmly with the United Nations. The Greek army and air force, re-equipped and re-organized, are fighting beside the British and Imperial forces in Egypt. The Greek navy, its heavy losses largely made good, fights beside our Mediterranean fleet. The Greek mercantile marine, though thinned by sinkings, plays its valiant part in the Battle of the Atlantic.

National resistance which forced Hitler to postpone his invasion of Russia and to defer his attack on Western Asia, still ties down large Axis armies and strengthens our counter-offensive in Egypt and the Mediterranean. The Greek people has sacrificed much for honour and it has a particular glory that no disappointment, no oppression, has been able to rob it of its faith in itself and victory.

Greek guerilla bands are vying with one another in a ceaseless struggle against the enemy, and fresh bands of patriots are appearing everyday in new regions. In Macedonia guerilla warfare is being carried out under the leadership of M. Binopoulos, a former Deputy. Other groups are active in the region of Florina, where they are continually harassing the Italian troops in co-operation with Serbian forces operating in the Babuna range of mountains, where they are inflicting casualties on the Bulgarian invaders.

The war-weariness of Italian troops has reached such a stage that there have been many cases of refusal to obey orders. An entire Italian regiment has been disbanded for this reason, and the men sent to various islands as punishment. It is learnt that 400 Italian troops were on board an Italian ship which was recently sunk in the Mediterranean by a Greek submarine. All were drowned except 18, who were picked up and saved by the submarine.

While the Germans are resorting to widespread and systematic deportations from one end of Greece to another, thus breaking up the families and ruining the businesses of those deported, Gotzamanis, when in Berlin, was persuaded to promise to send a greater number of Greek workers to German factories. If this promise is not fulfilled, the position of the " Athens Government " is likely to become difficult. Tsolakoglou's appeals to Greek workers to go to Germany are, however, falling on deaf ears, as the workers show no desire whatever to slave for the Nazis.

Officer Dived for German Secrets

HOPING to prevent us learning details of their aircraft, a German bomber crew shot down over the Western Desert, deliberately came down in the sea. The ruse was seen by a party of Indian soldiers, with the result that a Royal Air Force officer, working twenty-four feet below water in a diving helmet improvised from his gas mask, was able to explore its secrets.

Grinning Germans, coming ashore in their rubber dinghy, gave the Indian troops their cue. They marched the Nazis off to captivity and reported the incident to the Royal Air Force.

Over the crashed plane an officer of an Inspection Unit donned his gas mask, tied a knot in the tube, and dived down. He found the cockpit, and had a look inside, but was unable to remain under water long enough to remove the equipment.

Nothing daunted, he rowed ashore, and returned later in a diving helmet borrowed from the Navy. At the beginning he kept floating to the surface, but another search enabled him to " anchor " himself with a piece of railway line.

Working inside the cockpit, he removed all the parts he fancied, and handed them to another officer, who continually dived down to collect them. When the " bag " was complete they brought it ashore in the Germans' dinghy.

Vital Part of Supply Battle

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R.A.F. Attacks on Enemy Shipping

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THIS is perhaps above everything else the quartermaster's war, and the quartermaster will have the last word, declares the *Daily Telegraph's* special correspondent in Cairo. Both Britain and the Axis have to supply their troops by sea, and one of the major lessons of this war is the extreme vulnerability of such routes to air attack.

The Allied cause in general, and the Eighth Army in particular, owes an incalculable debt to the work of the Royal Air Force in the Middle East. There is no "off" season for the Royal Air Force. They cannot just lay off when there is nothing happening on land. So the men who saved the Middle East at Alamein must go to it again . . .

STRIKING AT THE ROOT

A good part of the Royal Air Force's work consists in hunting out the enemy force in its own lair and destroying it there. In other words, continually bombing and shooting up airfields in Egypt and in Libya. But it is attack on the enemy's seaborne communications that yields a dividend deferred but no less sure.

Never since the Mediterranean war started nearly two and a half years ago has the Royal Air Force had to operate under conditions of such extreme difficulty. Our hold in the Mediterranean, apart from the outlying posts of Gibraltar, Malta and Cyprus, is virtually confined to the restricted south-eastern angle.

Two main supply ports for the Axis are Tobruk and Benghazi. Despite all the hammerings that it has received in the last past two years, Tobruk is better. Reconnaissance over a period of weeks has shown that the Royal Air Force has to a great extent achieved the task that it set itself at Tobruk. Not only has it slowed down the rate of entry and unloading of supplies considerably through the destruction of harbour installations and shipping, but it has caused a diversion of at least part of Axis shipping to the remoter port of Benghazi.

DECISIVE IMPORTANCE

Attacks on enemy shipping will perhaps represent the decisive aspect of this phase of the campaign. It seems established that the lack of drive behind the enemy's recent abortive offensive in the Himeimat area and the failure of their commander to continue after the initial check were due to the failure of war material to arrive in the quantity anticipated.

Planned and detailed reconnaissance flights dovetailed with planned bombing attacks yielding maximum damage, with maximum information, sums up the work of the Royal Air Force in harassing enemy shipping. The enemy have shown a tendency to rely more and more on fighter escort for his convoys. They have helped many a convoy at the cost of immobilizing to a remarkable extent the Luftwaffe in its operations over Libya. The detachment of fighters for the protection of convoys has had cumulatively a depressing effect on enemy morale and consequently on the effectiveness of his air force in the Western Desert. That is what Royal Air Force attacks on enemy shipping have done.

RUSSIA'S "ÆRIAL MOTOR CYCLE"

The Russians have brought a "new weapon" into use at Stalingrad. It is the 15-year old U-2 plane, formerly used as postal transport, made of wood and canvas and with a speed of little more than 50 miles an hour.

When it is in the air, it sounds like a motor cycle going over a bad road, and the Russians call it their "aerial motor cycle", says the *News Chronicle's* Moscow correspondent.

It can take off anywhere in complete darkness, and land anywhere by the smallest light.

With its cargo of bombs little bigger than hand-grenades, which are simply dropped overboard, it can bomb by night with greater precision than a dive-bomber because of its slow speed.

Nazis in trenches or moving along the road or lying in ditches are excellent targets, while it is even possible to bomb one half of a building containing Nazis and leave untouched the other half containing Russians.

These planes have such a low speed that the Nazi flak has not easily adjusted itself to the risk of getting their speed range. When the flak began to become dangerous, these Russian "flying fleas" started to climb to their maximum ceiling before gliding down.

U-Boats Meeting their Trafalgar

THE First Lord of the Admiralty's announcement that 530 enemy submarines have now been sunk or damaged does not include the last results of growing vigour by American action but, as it stands, it records a great achievement, writes the *Daily Telegraph*.

A comparison with the figures of the last war is necessary to realize its full significance. The total of German submarine losses then was 199 and at that price Germany worked up to the peak sinking of 849,000 tons of merchant vessels per month. Nazi U-boats have come close to that peak but never reached it, although their attack was stronger both numerically and strategically than that of 1917.

What proportion of 530 submarines became total loss cannot be determined but the Nazi Admiralty complaint that the " U-boat warfare for us is hard and will grow harder " gives the means of estimating reactions of the U-boat service. It should be remembered that our naval and air-reports must omit some numbers of submarines destroyed by mines and accident.

In the U-boat campaign, the enemy has had much greater advantages than in the last war. His submarines are more formidable and have longer endurance.

More U-boats have been sunk than in any equal period before but they are still numerous enough to be the " greatest problem of the United Nations." Most strenuous endeavours are required from all shipyards of the Allies for a speedy victory. Mr. Alexander gave a well deserved praise to our own ship-building industry. We have been producing more tonnage per man in our yards than methods in America have yet attained.

Expansion here is limited by lack of labour. Production for the Navy has not only made good the heavy losses—of which the news that the *Anson* and the *Howe* are now with the Fleet is an example—but much increased the strength of the classes of ships most needed. The basis of strategy in this world conflict is sea communications. If Nazism could break those links between the Allies, all else would be added unto it but despite the writing on the wall, convoys will go through and the U-boat campaign meet " their Trafalgar ".

Plight of Italy

TO what has Fascism brought Italy in 20 years? What have the Italians to celebrate?

Sunny Italy is to-day, a land of 50 million war weary, brow beaten, hungry, ill-clad and bewildered people. War weary because they have been fighting or toiling on war work for more than seven years. Abyssinia, Spain, Albania, the stab in the back of France and the attack on Greece. Then defeats of Libya, Eritrea, Somaliland and Abyssinia.

The Empire won and lost—and Italy's sons have still to fight but now they fight only as German mercenaries in Russia, Egypt and Jugoslavia. The mood of Italy now is one of wishful defeatism. For with their country as a vassal of Germany, Italians see no joy even in the doubtful prospects of victory.

Victory they see now means only slavery. Their country is ruined already and they see no future for it. So they just want war to end.

Peasants attempt to hold back their grain and other produce from official collectors. Some cases of this practice have led to riots. Yet food flows in an unending stream to Germany and Italians watch bitterly as they see loaded trains travelling to the north.

Agricultural workers have gone to Germany also in tens of thousand, further complicating the food situation in Italy. They go unwillingly but a refusal means a term in prison.

With wool and cotton cut off by blockade, Italians have only shabby clothes of substitute materials. German soldiers with pockets full of cheap lire have long since stripped shops bare and posted their purchases back to their families in Germany.

The army of which Italians became so proud as they listened to Duce's boasts has proved itself a failure in the field. Not because Italians cannot fight. They can, but when they surrender in thousands it is because they have no enthusiasm for the present war or for Fascism.

Mussolini's much boosted navy is impressive on paper but much less so on the sea.

Mussolini bewilders his people himself now with earnest speeches about Italy's " difficulties." His people know their country is a weak link in the Axis. They are failures of the New Order. Fascism has brought them only blood, toil, tears and sweat—but without the prospect of reward.

Mussolini, grey and paunchy now ... ruled for 20 years. He can st... Italian stage and put u... disillusioned people. ... Masaryk of Cz... " Dictators ca... last five ... *Daily* ...

Decline in German War Output

THE reduction of German war output by the Royal Air Force is possibly the most important single fact for the future development of this war. The total German arms production in the first half of 1942 actually shows a decline over the German production of the first half of 1941. This coupled with the fact that United Nations' production is rising steeply each month must prove decisive since steel wins war.

Britain has been responsible for two out of three main factors causing this decline in the German war production. These factors are: (1) The British blockade—the diversion of the German manpower. (2) Russia's wastage and diversion of the German power. (3) The Royal Air Force bombing.

The Royal Air Force bombing itself operates in six ways to reduce the German war production: (1) The diversion of the German power to anti-aircraft, air-raid precautions and demolition squads, etc. (2) The direct destruction of German factories and mine plants. (3) The diversion of German labour from steel factories, etc. for rebuilding destroyed factories, houses, etc. (4) The loss of man-hours by German workers in bombed areas due to time spent in shelters, etc. (5) Probably one of the greatest of all—the stoppage of other factories far outside the bombing area due to the hold up of supplies from bombed factories. (6) The smashing of transport and the lines of communication causing bottlenecks in coal, iron and other supplies—thus dislocating factory production over the whole of the Reich.

EXTENT OF DESTRUCTION

After most raids, in spite of air photography, it is difficult to tell precisely to what extent the arms factories have been smashed. But in some cases precise data is known and from the evidence of these cases it is possible to estimate roughly the effect of some 4,000 Royal Air Force attacks on targets in Germany, and the occupied countries since the outbreak of war.

The Renault factory near Paris, one of the ...st automobile factories in Europe, was ... tanks, 200 lorries and 600 air-... ...thly. In other words enough ... four armoured divisions, ... to replace a large ... ircraft engine ... Royal Air Force raid on this factory (March 3, 1942) made the entire factory, in the words of the official British description, "useless for many months."

Four raids on Rostock, besides other enormous industrial damage, destroyed the Heinkel works producing about 13 per cent of the planes monthly, i.e., in four months the front line strength of the whole air fleet lost by Germany.

Three raids on the Matford factory in Poissy stopped the production of a thousand lorries monthly for the German army.

PLANE OUTPUT REDUCED

These eight raids alone are estimated to have cost Germany, for at least some months, nearly five per cent of her total plane output, up to six per cent of her total tank output and 10 per cent of her output in mechanical transport. Obviously not all raids are so successful. But even at minimum reckoning, if eight raids did this damage, over 2,000 attacks on targets in Germany alone since the beginning of war have caused a major hole in the total German war production by the direct destruction of arms factories.

Some other examples of direct destruction of war plants, about which accurate data is available, are: The destruction of the component factory Stahlwerke Krieger, Dusseldorf (two raids—July 31 and July 11). This factory made parts for planes, guns, warships and bombs.

The destruction of the equipment factory, Dragerwerke Luebeck (March 28). This factory made service respirators, oxygen apparatus for the Luftwaffe and U-boats.

It is clear that if the destruction of the Renault and the Matford works alone was equivalent to depriving the German army of armoured vehicles and transport for five armoured divisions, (Sir A. Sinclair, August 23, 1942) this result must be multiplied many times to get even a conservative estimate of the direct destruction of the German armament production by the Royal Air Force.

DISBELIEF IN HITLER'S PROMISES

"R.A.F. raids are definitely affecting the morale of the German people. Their minds are reaching the stage of disbelief in Hitler's promises, giving us an opportunity to lessen the grip of the Nazi propaganda machine on the German people."

—MR. W. NASH, *New Zealand Minister in Washington, speaking in New York on Saturday, October 31.*

British Women's "Win the War" Competition

A new spirit is sweeping over British women both in uniform and in "civvies." It is the shock brigade spirit—something to make war production soar. And it springs from a big new "win the war" competition started by the London Women's Parliament.

In this competition, women in factories, streets, boroughs, offices and depots will form themselves into shock brigades to compete for increased production, better time-keeping, less absenteeism, and saving of fuel and salvage. A grand finale to the competition will be inter-factory and inter-street competitions culminating in the fourth session of the Women's Parliament, when the results will be announced and the winning teams will tell "the secret of their success."

The Parliament hopes that 350 factories will enter the competition for increased production, and that 200 housewives' teams will compete for increased salvage and recruitment for industry. The first factory to enter the competition is a London one employing 3,000 people, where the women in the assembly shop, machine shop and outlying shops have formed themselves into shock brigades to rival one another's output. A mass meeting of workers accepted the idea with enthusiasm when it was put to them. They plan to have charts displayed in each department and a grand total production chart in the form of a barometer, outside the office building. Three prizes of savings certificates will be given each month to operators in each section showing the greatest output. The leading department will display the banner. A committee of shop stewards and management representatives will make the decisions.

A Spy's Nightmare

This story is about the sort of man who is a spy's nightmare, from Calcutta to Karachi, from New York to Sydney.

Two officers walked into a bar in London. "Dry Martini" said one.

The barman put *three* drinks on the counter. Just a mistake, perhaps.

But something flashed across the mind of one of the officers.

He and his companion went out—and a few minutes later the barman was arrested. He was a German Spy.

What had struck the mentally alert officer? Just this that in German "Drei" means "Three."

Indian listeners heard this example of speed "in the uptake" during a recent broadcast talk by Lieut.-Col. A. Boyes Cooper.

Can any of them parallel it from their own experience in this war or the last?

AN OLD CUSTOM

Despite war conditions the much-loved custom of exchanging Greeting Cards over Christmas and the New Year will doubtless pertain this year.

It is hardly too much to suggest, however, that in these times of stress the manufacture and sale of Greeting Cards are difficult to justify unless the profits accruing are to benefit a deserving charity—more particularly perhaps the wounded and the sick.

Certainly, no better object could be chosen for such profits than the Indian Red Cross, and so the whole country will shortly be able to buy the "Red Cross Christmas Card", the total nett profits from sales of which will be devoted to this admirable object.

The card will be on sale at all General Post Offices throughout the country from early December. Keep a little money by till then, so that you may benefit a great cause by gratifying a good friend.

Diary of the War

AIR ACTIVITY OVER ENGLAND AND GERMANY

31st Oct.—The Royal Air Force attacked targets in west and north-west Germany. The German Baltic port of Lubeck was battered.

1st Nov.—In the biggest day raid since the Battle of Britain, about 50 German bombers were over the English Coast, 9 of which were shot down. Canterbury was the main target of attack.

The Royal Air Force attacked a goods train near Ostend and an enemy supply ship near Zeebrugge. Ships were attacked off the Coast of Holland.

2nd Nov.—The Royal Air Force attacked targets in north-western Germany and factories and industrial objectives in northern France and Belgium.

Enemy raiders were twice over south-east England and bombs were dropped at a number of places.

3rd Nov.—Many hits were scored on an enemy convoy and escort ships off Sept Isles.

4th Nov.—Four enemy aircraft (two of which were destroyed) attacked a place on the south-west Coast of England.

5th Nov.—The Royal Air Force raided industrial objectives in western Germany. Objective were also attacked in Occupied France.

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UNITED STATES OF AMERICA AND THE ATLANTIC

31st Oct.—Mr. Wendell Willkie in a broadcast said : "General Montgomery is confident that his command will beat Rommel this time." He also prophesied that the Germans will never take Russia.

1st Nov.—An official announcement stated that Ford would build gliders for invasion purposes. The gliders will each carry 15 invasion-equipped soldiers.

3rd Nov.—President Roosevelt asked the Congress to enact legislation empowering him to suspend for the duration of the war trade barriers, import duties, customs and other regulations of any character likely to impede the free flow of munitions, supplies, persons, property and information between the United States and others of the United Nations.

5th Nov.—Congressional and State elections took place.

PARCELS FOR PRISONERS IN ITALIAN HANDS

Persons sending parcels to prisoners of war in Italian hands are warned that packages bearing the full address of camps will *not* be delivered and will be returned to the sender.

Such packages should bear only the number of the camp and reference should not be made to its location.

CHINA'S DESTINY

"The recent war situation is more favourable than that at any other time when the Council has met. The fate of the nation is now in the balance. We must look to ourselves for the way to win survival for our country. Its destiny will depend upon the men of our generation."

—GENERALISSIMO CHIANG KAI-SHEK,
addressing the Third People's Political Council, on October 31.

Unity of Purpose

It is particularly fitting that the United States and Greece should exchange Ambassadors as a symbol to our friends and to our enemies of the unity of purpose of the two nations equally determined to maintain their freedom against the assault of evil forces.

—PRESIDENT ROOSEVELT,
in a message to King George of the Hellenes, on October 30.

INDIA, BURMA AND CEYLON

31st Oct.—The Royal Air Force raided two Japanese aerodromes in Burma.

1st Nov.—The Royal Air Force made an offensive sweep over the Shwebo area and attacked the Japanese occupied aerodrome.

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ITALY, AFRICA AND THE MEDITERRANEAN

31st Oct.—The Allies further extended their gains in ground formerly held by the enemy. A number of German prisoners were taken. Enemy-occupied landing grounds and other targets were bombed and machine-gunned.

The East African troops entered Fianarantsoa, the most important town in South Madagascar.

1st Nov.—Axis counter-attacks were beaten off. A number of conscripts deserted from Rommel's army.

2nd Nov.—The Eighth Army renewed attack and many German prisoners were taken. Five Axis aircraft were destroyed over El Alamein.

3rd Nov.—Rommel attacked British flank. The Battle of El Alamein reached a definite stage. Cretan aerodrome was bombed. Axis troops fell into an Allied "net."

4th Nov.—A big tank battle was fought in Egypt. The Allied troops made an important advance, capturing many prisoners, to the south of El Alamein.

5th Nov.—Axis troops retreated in disorder in Western Desert. Allied forces occupied strategic points.

Over 9,000 Axis prisoners were taken, including General Ritter von Thoma, Commander of the German Afrika Korps.

* * * *

RUSSIA AND FINLAND

31st Oct.—The Red Army was pressed back near Nalchik. The Soviets gained ground in Tuapse area. The Russians held Nazi onslaughts on Stalingrad.

Being assembled here are Russia s latest and fastest fighter planes, the "Yaks." Their designer claims for them not only higher speed but considerably greater fire-power than the latest type of Messerschmitts.

1st Nov.—The Russians advanced in Tuapse area. Winter set in. The German position was considered very serious. Four enemy attacks were repelled.

Two enemy transports were sunk in the Baltic Sea.

2nd Nov.—The German thrust in Stalingrad lost its momentum. Mountains of German dead were piled up. Strategical results unfavourable for the Germans were achieved.

3rd Nov.—German losses before Stalingrad were estimated in Berlin at over half-a-million killed or wounded.

The Russians evacuated Nalchik.

4th Nov.—The Nazis launched a wide pincer movement against the Mozdok front. Nalchik was in flames.

5th Nov.—Soviet forces landed on Volga bank. Nazi attacks on Stalingrad failed.

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SHIPPING

1st Nov.—His Majesty's ship **Veteran**, a destroyer of 1,500 tons, was sunk.

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VICHY AND OCCUPIED COUNTRIES

1st Nov.—Eleven persons were sentenced to death by court-martial in Hungary.

5th Nov.—A reign of terror was inaugurated by the Nazis in Bohemia and Moravia as a reprisal for Czech resistance.

The Vichy Government handed over 35 former Allied merchant vessels in French ports in the Mediterranean to the Axis.

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THE FAR EAST

31st Oct.—United States bombers raided the Japanese naval base at Buin in the Solomons.

It was revealed that the Japanese fleet had retired from the Solomons.

It was revealed that the Japanese had imprisoned in a wooden cage in Manila, Amleto Vespa, author of the best seller "Secret Agent of Japan," a book disclosing Japan's brutal police methods in Manchuria.

1st Nov.—The first round of the fight in the Solomons was over. The American army held complete control of the situation in Guadalcanar.

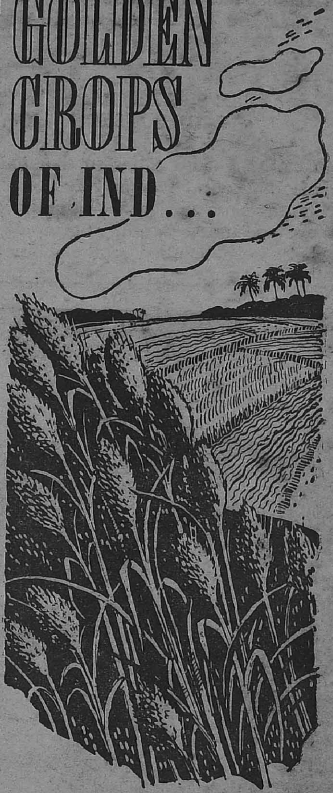
2nd Nov.—An United States aircraft-carrier was lost in the South Pacific. A Japanese cruiser was destroyed.

3rd Nov.—Seven Japanese ships were believed to have been sunk or damaged in the Battle of Stewart Isles. Two American ships were lost.

4th Nov.—Allied troops captured Kokoda. A very large Japanese convoy was routed at Buna. In the Savo Isle battle, two more Japanese cruisers were sunk.

5th Nov.—Allied forces passed beyond Kokoda. Allied aircraft battered Dilli harbour.

THE GOLDEN CROPS OF IND...



IN German-occupied Europe and Japanese-occupied China, the rich golden crops are harvested by the enemy while the rightful owners starve and die. Are you going to let this happen to India, where our mainstay is agriculture? India with her huge resources is the most tempting prize of all to the enemy. Japan uses soft words to woo us into submission! But beware of those words. Resist Japan with all your combined might, for Japan's coming will mean starvation for your women and children.

BUILD THE NATIONAL WAR FRONT

against the Japanese

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